

THE MARINE DRIVE

IN AND AROUND CAPE TOWN

A Film About the Cape Peninsula

by
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*Issued by the Union of South Africa Government
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BIRD'S EYE VIEW OF CAPE TOWN



INFORMATIVE GUIDE

For the Motion Picture

IN AND AROUND CAPE TOWN

No. 5 in the Series

THE SOUTH AFRICAN SCENE

Prepared by

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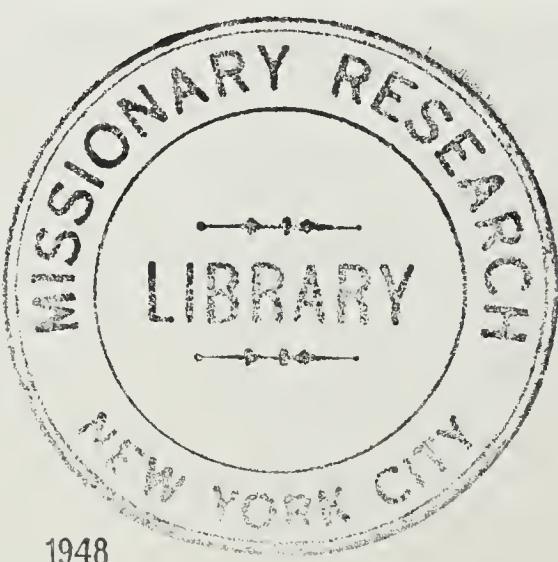
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The Springbok



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THE SOUTH AFRICAN SCENE

A Series

NUMBER 5

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ABOUT THE FILM

IN AND AROUND CAPE TOWN, the fifth in a series of films depicting the South African Scene, not only takes its audience on a comprehensive and informative tour of this oldest city of South Africa and its surroundings, but also answers many a query about the Union itself. For in the enthralling story of human endeavor and the intrepid development of a new country, the Cape of Good Hope will figure for all time as the starting point.

When Americans set out to learn about the development of their own country, they concentrate much of their study on the earliest settlers—their struggles, ideals, government, social pattern and aspirations. Similarly, a study of South Africa today is incomplete without a thorough review of the Cape Peninsula, its original settlers and pioneers, the city they built and the ideals for which they struggled. A hike to the summit of Cape Town's Table Mountain affords one a panoramic view of the city and its setting. Likewise, a study of Cape Town and the Peninsula, its history and growth, provides a panoramic survey of the entire Union of South Africa, its people, resources, social code and mode of life.

ABOUT CAPE TOWN

GEOGRAPHY

Cape Town, the legislative capital and second largest city in the Union of South Africa, is situated at the extreme southwestern corner of the continent of Africa. It lies at the northern end of the Cape Peninsula, a narrow strip of land stretching north to south about 30 miles, and about ten miles across at the widest point. This is the Cape of Good Hope, celebrated in history and legend.

The Municipality of Cape Town extends over a considerable area of the Peninsula—the main road running through the suburbs being 24 miles long—so that "Cape Town" and "Cape Peninsula" are practically synonymous terms. It is often called simply "the Cape"—its fame challenging all other Capes.

Today Cape Town is a modern city of about 350,000 inhabitants, a world port of ever-increasing strategic importance and the center of a string of ocean-front pleasure resorts, set in natural surroundings of extraordinary beauty.

The climate would seem a miracle to many northern Americans, who alternately plow through snow drifts and bake on hot beaches. Cape Town's

temperature has no extreme or frequent variations from a pleasant normal, its lowest annual average, 54° F., its highest average 71° F. Over a whole year, the average amount of sunshine per day is more than eight hours.

Remember that in South Africa, lying below the equator, the seasons are reversed. December through February is summer, when at rare intervals the temperature may reach 90° F. A foot of snow on the ground can be no prerequisite for Christmas here. Winter, from June through August, is the rainy season, which accounts in great measure for the riot of colorful wild flowers which burst forth in spring. Nine months of the year, therefore, are mild and sunny, the weather "fine."

Cape Town's population is as heterogeneous as any large American city. Dutch, English and French were the first to settle in this region. But many other folk—men of all nations—who passed Cape Town in ships, later returned with their families to make their homes here. The more settlers, the more work to be accomplished, and so Malayans were taken to the Cape as slaves, and Hottentots infiltrated the new community. Later the South African black migrating from the North also found his place in the scheme of things. Life in Cape Town assumed the racial pattern which became characteristic of Southern Africa.

HISTORY

Discovery of the Cape of Good Hope If it hadn't been for the vision of one Prince Henry of Portugal five centuries ago, it might have taken another 100 years before the Cape of Good Hope was discovered. Prince Henry, "the Navigator," ignoring the skepticism of his contemporaries, was sending his ships sailing towards the south of Africa in the hope that here would be found a searoute to the East and its riches. He never lived to see the consummation of his efforts, but his dreams and courageous foresight launched the exploration which marked the beginning of modern history.

One of Columbus' Captains, Bartholomew Diaz, reached the Cape of Good Hope in 1488. And almost ten years later when Vasco de Gama rounded the Cape and anchored at Calicut, the highway of the world was moved from the Mediterranean to the Atlantic. The Cape route was a reality.

Early Settlement Ships continued to ply past the Cape, but settlers were not to come for another 150 years. It was a long and tedious trip to the East and many a crew was considerably reduced en route by the seemingly mysterious scurvy. It remained to the Dutch East India Company to find a partial solution. In 1652, at the Cape of Good Hope, the Company established a refreshment station.

It was a business proposition for the Company's Board of Directors, the Council of Seventeen, who reasoned that the produce of a garden at the Cape would reduce the mortality rate of their crews. They appointed Jan Van Riebeeck as first commander of the Cape. Efficiently, with the neatness and

order of a Dutch housewife, he planned a fort, village, farms and gardens. Today his statue stands at the foot of Adderley Street in Cape Town looking in from the sea, where it reminds the citizens of the origin of the Cape settlement nearly 300 years ago.

Those were difficult times for the early settlers, or free burghers as they were called. The Company, whose purpose was solely trade and profit, had no wish for a colony—all they wanted was a victualling station. But they had started something and they could not long restrain its momentum. The burghers wanted freedom in every sense of the word, not only insofar as it would not hamper the Company's interests. They wanted unrestricted rights of trading, they hated the petty and irritating restraints imposed upon them by the Company, and they objected to taxes. And so these burghers, whose spirit of independence was their main characteristic, began to move into the interior, a movement which was to continue for generations until it reached a climax in the nineteenth century with the famous "Great Trek."

It was not without peril and discomfort, this movement for freedom. But freedom has never easily been come by, and pioneering is not for the weak. It was a hard and dangerous life for the trekkers not the least of whose worries were the inroads made by marauding natives. The farther the burghers scattered the more difficult it became for the Company's Governors to enforce their administration, and subsequent commanders became equally powerless in their



JAN VAN RIEBEECK STATUE. TABLE MOUNTAIN WITH
"TABLECLOTH" IN BACKGROUND.

task. The Council of Seventeen made every effort to discourage the spread of the settlement at the Cape, and restricted immigration left the pioneering of the new country to a mere handful of people, mainly of Dutch descent. Assimilated amongst them were a few Germans and a couple of hundred French Huguenots who had fled the religious persecution of Louis XIV and the Revocation of the Edict of Nantes in 1685. Assisted immigration ceased for a century. It is small wonder that after 300 years of colonization, South Africa's white population numbers little more than two million, its black people, the Bantus, numbering eight million. And this in a country the size of Peru, or a little less than twice the size of Texas.

The Company had control of immigration but it could not halt the movement inland by the Trekkers or Boers (farmers). The burghers' only acquaintance with government having been the stern rule of the Council of Seventeen, by the time the Company dispersed in bankruptcy in 1794, these pioneering farmers had naturally come to regard governmental authority as unsympathetic to their aspirations. They did not brook interference from any source, and their independence of spirit profoundly influenced the future course of South African history.

Dissension and Cooperation The modern era of South African history began with the British occupation of the Cape in 1806. British settlers followed in due course and the new era of checkered relationships between two white peoples in South Africa set in. From the first there was a solid core of cooperation between the two sections in many fields of national activity but there were also grounds for animosity. Various features of British administration antagonized many of the Dutch inhabitants and spurred them on to penetrate farther into the interior of the sub-continent and to shake off the restraints of government.

This movement culminated in the Great Trek of 1836 when large parties of Boer farmers and others made their epic ox-wagon journeys into the unknown interior and eventually, in the middle of the century, founded the two Boer Republics, the Transvaal and the Orange Free State. The Great Trek was an inspiration to greater unity but that ideal was not achieved without division and clashes between the various groups.

There has been division in South Africa between the English and the Dutch. But more important to its history has been the cooperation between those same people who fought the Anglo-Boer War at the turn of the century. They cooperated in the long series of frontier wars against the Bantu race. Dutch and British shared in the administration of the Cape, and in pioneering the interior. Almost a century ago a few visionary Afrikaners (the South African Dutch) and Britons together looked forward to the eventual federation of the two British colonies, the Cape and Natal, and the Transvaal and Orange Free State Republics.

The Dutch Republics lost their independence as a result of the Anglo-Boer War (1899-1902) but already by 1910 the Union of the four colonies was an

accomplished fact. A National Convention, attended by both British and Dutch statesmen, adopted a Constitution providing for a Union Parliament which is the country's sole and sovereign legislative authority. It is interesting to note that this Convention, which brought British and Dutch together under one Parliament, was largely dominated by Jan Christian Smuts, Boer General who fought the British in the Anglo-Boer War, but who afterwards devoted all his energies to the promotion of racial cooperation and the ideal of a strong and united South Africa in equal partnership with the British Commonwealth of Nations.

The Statute of Westminster of 1931 proclaimed the "free association of the British Commonwealth of Nations" and gave South Africa unhampered freedom of legislation in all her affairs, domestic and extra-territorial. From the springboard of the Cape Peninsula the pioneers went out to found a nation, and Cape Town today bears the proud title of the Mother City of South Africa. Cape Town is the introduction to the study of South Africa.

SEEN IN THE FILM

TABLE MOUNTAIN

3500 feet high, it overlooks the Cape Peninsula and for centuries has beckoned to a multitude of people of various races. This imposing landmark has greeted Portuguese navigators, English seamen, enterprising Dutch merchants, persecuted French Huguenots, pioneers, explorers, world travelers and prospective citizens of South Africa. It was this mountain that inspired an American member of a world-cruise party to exclaim, "Your skyline beats them all!"

For hardy mountain climbers—and Field Marshal Jan Christian Smuts at 76 is numbered among them—there are nearly 250 classified climbing routes up Table Mountain. These vary in grade from straightforward "scrambles" to climbs involving advanced rock-work suitable only for expert climbers familiar with the mountain. For the less ambitious who want the exhilarating experience of an ever-widening panorama of town and sea, there is an aerial cableway which brings the summit of the mountain to within half an hour of the city. The cablecar trip itself takes only eight minutes.

JAN VAN RIEBEECK

At the foot of Adderley Street, the oldest thoroughfare in the Cape, stands a statue of Jan Van Riebeeck, looking in from the sea. He was the first Commander of the Dutch settlement at the Cape (see HISTORY). The central gable of Groote Schuur, the Prime Minister's home, bears a frieze which tells the story of Van Riebeeck's landing at Cape Town in 1652.

COLONIAL ARCHITECTURE

The early Dutch settlers have left their permanent stamp on Cape Town in colonial architecture—a legacy from the past. Among the most historic of the buildings in South Africa is the Castle of Good Hope erected to the order of

Commander Van Riebeeck. From the shadow of its walls the first pioneers ventured into the interior of South Africa.

One of the best examples of the Dutch Colonial style of architecture is Groot Constantia, a proclaimed national monument maintained by the Government. One of the Cape's early Governors, Simon van der Stel, lived and farmed there in the beginning of the eighteenth century. Through the years subsequent owners have made improvements, added gables, pools and carved pediments which give the estate its historical flavor today. Within there is a fine collection of old furniture, glass, china and pictures carefully chosen to preserve the atmosphere of the homestead—that of an eighteenth century farm belonging to a country gentleman of taste. (See also CAPE PROVINCE WINE.)

Groote Schuur ("Great Barn") takes its name from the fact that it occupies the site of a granary erected by the Dutch East India Company in the seventeenth century. The estate was acquired by Cecil Rhodes in 1892, and on his death was bequeathed to the nation as a residence for the Prime Ministers of the future Union of South Africa. The style of the house is an adaptation of the Cape Dutch style of architecture by Sir Herbert Baker. Gardens and a small zoo of South African animals provide beauty and interest to the grounds of this estate.

The Old Windmill (or Mostert's Mill) is one of the most attractive relics in the Peninsula. It is named after one of the owners of the farm on which it is situated, and dates from the year 1796. The mill has been repaired and renovated by the Government under the supervision of an expert from Holland. The wings and sails were a gift from the Netherlands Government.

CAPE PROVINCE WINE

At Groot Constantia are the famed extensive vineyards which were planted by Governor Van der Stel, the original owner of the estate. All of this Cape section is renowned for its fruits which have created a profitable canning and export industry. Delicious jellies, jams and raisins as well as the popular wine are produced in quantity for consumption at home and abroad. The vineyards of Groot Constantia are still producing the finest of the wines. Visitors may inspect the cellars and anticipate the pleasure of sipping the Cape Province beverage.

CAPE FLOWERS

At the Cape a blaze of color attracts the eye. The renowned wild flowers and heaths of the district can be seen without leaving the city. The Cape Colored folk gather the flowers and convert a portion of Adderley Street's curb into a flower market. Business is brisk, especially among European visitors who have never before seen many of the Cape's floral varieties, such as the protea and the chincherinchee.

RHODES MEMORIAL

The fine national monument to Cecil John Rhodes—one of South Africa's

outstanding pioneers—occupies a commanding site on the Groote Schuur estate overlooking Table Bay. The central feature of the design is the famous equestrian statue *Energy* by G. F. Watts. From this a broad terrace of steps flanked on either side by eight massive bronze lions (modeled after the Sphinx lions of the Egyptian temples) leads up to a classic temple in granite. Within is a bust of Rhodes, representing him in a mood of thought and meditation.

UNIVERSITY OF CAPE TOWN

The University, one of Rhodes' ideals, also stands on the Groote Schuur Estate. The fine group of University buildings, a landmark on the mountainside, comprises dormitories for both men and women, and large separate blocks for the Departments of Arts and Education, Physics and Mathematics, Botany and Zoology, Psychology, Chemistry, Engineering and Geology, and a Library.

The students of the University annually stage a colorful rag, or carnival, in the streets, usually in aid of hospital funds.

COONS' CARNIVAL

Another Cape spectacle with flamboyant costumes and music unique to South Africa is the traditional New Year's Day festival of the Cape Colored folk. The different troupes sing and dance in competition for handsome silver cups. Americans will see dancing which is kin to their own jitterbugging.



THE UNIVERSITY OF CAPE TOWN

TABLE BAY

Once the graveyard of countless fine ships in the days of sailing, this harbor has become a world port of strategic importance. The Dutch East India Company used this port 300 years ago as their crews' refreshment station. In the past two World Wars it was more than ever pressed into service for the same purpose when great convoys sailed the Cape sea lanes. Thus has Cape Town earned its title as the "Tavern of the Seas." Since the year that bold navigators from Portugal first rounded the Cape to change the face of the globe, a pageantry of people, ships, soldiers and rich cargo has passed in and out of this busy harbor.

SIMONSTOWN

Around the corner from the tip of the Cape of Good Hope is Simonstown, a British naval base which played an important part in the two World Wars as a protective port of call for British battle fleets and as a ship repair base.

THE MARINE DRIVE

This is the "King of Motor Roads," 100 miles around the Cape Peninsula. Probably no other single road in the world so closely skirts two oceans—the Marine Drive hugs on the west the cliffs of the Atlantic foreshore and on the east those of the Indian Ocean. At the tip of the Cape one sees a lighthouse which marks the division of these two great oceans. To visit South Africa



FLOWERMARKET IN CAPE TOWN

without taking the Marine Drive is tantamount to visiting New York without seeing Broadway.

Journeying the Marine Drive is a thrill in the same class as taking the cablecar to Table Mountain. The Drive reveals mountain majesty, seascapes which surpass an artist's most ideal conception and flowers and shrubs of magnificent coloring—these might be said to mirror the soul of the Cape.

THE CAPE BEACHES

The Cape Peninsula is renowned for its beaches, and the Marine Drive embraces them all. The summer season (winter in the Northern Hemisphere) is a gay and lively one at Cape Town's resorts. But the temperature is so even in this section of South Africa that except for the rainy winter months, folks can enjoy the beaches early in the spring and late into fall. "A breath of Cape ozone" has become a standard panacea among South Africans and many Europeans. Those who live the year round in the suburbs of Cape Town enjoy some of the most ideal weather conditions in the world.

One of the most popular of the resorts is Sea Point where a beach promenade two miles long is laid out with gardens, playgrounds, pools and a pavilion. On a hot summer's day in February Sea Point, swarming with happy children and their parents, looks like any large popular American beach in July.

Near Simonstown, the British naval base, is Seaforth, another attractive



THE BEACH AT MUIZENBERG

beach resort notable for its expansive lawns and trees which offer a shady retreat that no striped umbrella can match.

Muizenburg in False Bay is one of the Cape's loveliest resorts with a beach stretching out for miles. The sand shelves so gradually into the water that wading is perfectly safe for children and lazy swimmers.

St. James beach, a mile from Muizenburg, in the crowded season is strongly reminiscent of Atlantic City. It's a paradise for children who are provided amply with playgrounds, game equipment, shallow swimming pools and amusement parks.

At any of these beaches or the several others, one can see South Africans enjoying their favorite sport, surfboard riding. With the opportunity always near at hand, it's no wonder that many of the enthusiasts of this sport become quite expert in the surfriding technique.

This is Cape Town revealed—a world port and legislative capital, the home of heterogeneous people and historical atmosphere, an interesting modern-old city, a paradise of beaches, hills and sunshine, a panorama of drives, the division of two great oceans. To have made the acquaintance of the Cape Peninsula is virtually to have made the acquaintance of South Africa itself.



RHODES MEMORIAL NEAR CAPE TOWN

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IN AND AROUND CAPE TOWN

2 REELS, 16 mm. SOUND, 17 MINUTES
BLACK AND WHITE OR KODACHROME

Commentary Script—Dorothy P. Maulsby

Narration—Robert Nevins

Produced by

MAURICE T. GROEN

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